

The Hong Kong Telegraph.

No. 112.]

HONGKONG, SATURDAY, OCTOBER 22ND, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR
PORT DARWIN, THURSDAY ISLAND,
COOKTOWN, TOWNSVILLE, SYDNEY,
and MELBOURNE,
(Taking through Cargo for New Zealand
via Poochoo).

THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY'S STEAMER
"CATTERTHUN,"
will be despatched as above on TUES-
DAY, the 25th instant, at 4 p.m.
For Freight or Passage apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th October, 1881.

Intimations.

HONGKONG RACES, 1882.

THIS Meeting will take place on
(Thursday, Friday, and Saturday),
the 23rd, 24th, and 25th February,
1882.
Gentlemen having suggestions to
offer or presentations to make are in-
vited to communicate with the Clerk
of the Course on or before the 22nd
instant.
Hongkong, 17th October, 1881.

FOR SALE.

A SIX-OARED GIG, good as New, OARS
Rowlocks, and everything com-
plete. The boat is suitable for a House
Boat or Captain's Gig.

Apply at the office of this Paper.
Hongkong, 18th October, 1881.

NOTICE.

I Have this day established myself
as Merchant and General Commis-
sion Agent, under the style of W. G.
HUMPHREYS & Co.

W. G. HUMPHREYS.
Bank Buildings,
Hongkong, 1st October, 1881.

JUST RECEIVED.

A SMALL SIZE MELODIAN, by GEO.
A. PRINCE & Co., Buffalo, N.Y.
FOR SALE CHEAP.
Apply at the VARIETY STORE,
Hongkong, 10th October, 1881.

G. FALCONER & Co.,
WATCH AND CHRONOMETER
MANUFACTURERS

JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.
CHRONOMETER, WATCH, AND
CLOCK-MAKERS,
Jewellers, Silver-smiths, and
Opticians.
Charts and Books.

Nautical Instruments.
Sole Agents
for Louis Audemars' Watches;
awarded the highest Prizes at every
Exhibition;
and for Voigtlander and Sohn's
Celebrated OPERA GLASSES,
MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE
LONDON AERATED
WATERS,
AND GENERAL AGENTS.
7, Beaconsfield Arcade.

NOTICE.

GOODS received on STORAGE, at
the Blue Building Godowns,
Marine Lot 65, Prayer East, and ad-
vances made on the receipt.
For the MEEKER GODOWN CO.,
J. M. GUEDES, JUN.
Hongkong, 3rd October, 1881.

Intimations.



WAR DEPARTMENT CONTRACTS.

NOTICE TO BUILDERS.

TENDERS are required for the
ERECTION OF COVERED PAS-
SAGES at VICTORIA BARRACKS.
Parties desiring to Tender for the
Erection of these Works must leave
their Names at the Royal Engineer
Office on or before the 22nd October,
1881, and pay the sum of Three Dol-
lars for the Specifications and Bill of
Quantities, which will be furnished to
them by the Government Surveyor.
Bill of Quantities and Specifications
will be printed in English only.
The Secretary of State does not bind
himself to accept the lowest or any
Tender.

A. MEYER, A.O.G.,
District Commissary-General.
Commissariat,
Hongkong, 19th October, 1881.

TENDERS WANTED.

FOR THE DISCHARGE AND
LIGHTERAGE of about
530 Tons of COAL from the British
barque *Souvenir*, now lying in this
Harbour. The Coal to be stored, if
required, for Twenty Days or more,
and then Re-shipped on board the
Souvenir.

TENDERS to be sent to the CAPTAIN,
on Board, before 4 p.m. TO-DAY.

TENDERS are also invited for the
Supply of SAILS, for REPAIRS to
the HULL, and for DOCKING (if
required). Particulars to be obtained
from the Captain on Board.

F. H. WILLIAMS,
Master, Brit. bark *Souvenir*.
Hongkong, 21st October 1881.

EOA DA SILVA & Co.

GENERAL COMMISSION AGENTS
AND AUCTIONEERS.

IMPORTERS OF PARISIAN
GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain
SATIN, SILK, and GAUZE DRESSES.
A variety of Richly TRIMMED
COSTUMES, from the first houses
in Paris.

Elegant Dressing & Morning
GOWNS.
BATHING DRESSES in the latest
Style.
MUSLIN SHAWLS, CRAVATS,
and FICHUS.
An assortment of Fine FRENCH
CORSETS.

Ex recent Mail Steamers.
Ladies' and Children's STRAW
HATS, in great variety.
PARASOLS and UMBRELLAS.
RIBBONS and SASHES of every
description.
Silk and Lisle Thread STOCKINGS.
COLLARS and CUFFS in latest
Fashions.
SATIN and KID SHOES.
White and Colored KID GLOVES.
Gentlemen's SILK and SATIN
SCARVES.
French BOOTS and SHOES.
A large collection of Elegant Art-
icles suitable for presents, from the
Grand Magasins du Louvre.
Pisasse & Labin's Celebrated
PERFUMES.

The most varied collection of Fancy
Goods in the Colony.
SHERRIES of the Finest Quality
at extremely low prices.
Note the address, 48, Queen's-road
Central.
Hongkong, 15th June, 1881.

Intimations.

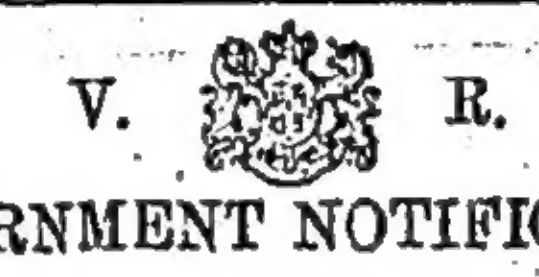


SEALED TENDERS will be re-
ceived by the Undersigned on or
before MONDAY, the 24th instant, at
Noon, for the building of a TORPEDO
MOORING STEAMER and a WOODEN
TORPEDO LIGHTER (including
machinery), according to Specifica-
tions and Conditions, which can be
seen on application to the Naval Store-
keeper's Office.

The Naval Storekeeper reserves to
himself the right to reject the lowest
or any Tender.

E. B. JOREY,
Naval Storekeeper.

H.M. Naval Yard, Hongkong.
3rd October, 1881.



GOVERNMENT NOTIFICATION.
REGULATIONS BY THE GOVERNOR IN COUNCIL
UNDER THE PROVISIONS OF SECTION 25
OF ORDINANCE 8 OF 1879.

WHEREAS it has been made to appear
to the Governor in Council that there
is reasonable cause for believing that
Batavia, Samarang, and Sourabaya are
places now infected with infectious dis-
ease, viz., Cholera; it is hereby or-
dered that all vessels arriving from
those Ports shall immediately, on en-
tering the water of this Colony, fly the
QUARANTINE FLAG; and no
such vessels shall communicate with
the shore or with other vessels until
permission to do so has been given by
the Health Officer.

This Order shall come into force on
the 13th Day of October, 1881.

ARATHOON SETH,
Acting Clerk of Councils.
Council Chamber,
Hongkong, 13th October, 1881.



GOVERNMENT NOTIFICATION.
No. 219.

SALE OF THE OPIUM FARM.

Notice is hereby given, that TEN-
DERS for the PRIVILEGE of PRE-
PARING and SELLING PREPARED
OPIUM within the Colony for the term
of ONE, TWO, or THREE YEARS
from the 1st of March, 1882, under
the provisions of Ordinance No. 2 of
1858, No. 1 of 1859, and No. 7 of
1879, will be received at this Office
until Noon on MONDAY, the 24th
October, 1881.

Each Tender should specify the
monthly payment offered for the period
above-mentioned.

The Government does not bind itself
to accept the highest or any Tender.
Should the highest Tender be less
than the sum the Governor thinks a
fair price for the Opium Farm, His
Excellency in Council will grant Li-
cences direct under Section 3 of the
Ordinance, and take such further steps
as may be necessary to realize a fair
price.

By His Excellency's Command,
M. S. TONNOOHY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 20th August, 1881.

William Schmidt & Co.

GUNMAKERS, &c.
BEAconsfield ARCADE.

Arms, Ammunitions, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
always on hand.

For Sale.

BY SPECIAL APPOINTMENT TO
H.E. THE GOVERNOR OF HONGKONG,
AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,
Is now showing a large and well-selected Stock of Black and Blue
BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS, French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite
for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

KELLY & WALSH'S

CHEAP AND LIGHT LITERATURE.

New Tauchnitz Volumes.

The Black Robe, by Wilkie Collins.
Mary Marston, by Geo. Macdonald.
From the Wings, by B. H. Barton.
A Confidential Agent, by Jas. Payn.
He that will not when he may, by
Mrs. Oliphant.
Asphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton.
Countess of Bonneval, by Lady Fal-
lerton.
The Hunters at Lannin' Head, by Mrs.
Lynn Linton.
Dr. Wortle's School, by A. Trollope.

New Novels at 75 cents.

Moths, by Ouida.
A Tangled Skein, by the Author of
"Filly Lucre."
The Capel Girls, by Ed. A. Garrett.
High Spirits, by James Payn.
A Pink Wedding, by R. M. Jephson.
Mr. Dorillon, by Jean Middlemass.

Lord Beaconsfield's Novels.
Ready Money Mortiboy Series of Novels.
Charles Lever's Novels.
Whyte Melville's Novels.
Wilkie Collins's Novels.
Ouida's Novels.
Miss Braddon's Novels.

Useful Hand Books, 50 cents. each.

Familiar French Quotations.
Familiar Latin Quotations.
Dictionary of Blunders.
The Secretary's Assistant.
Plutarch's Lives.

Rejected Addresses.
Bible Truths with Shakespearean Pa-
rallels.
Dictionary of English Proverbs.
Companion Letter Writer.

Hongkong, 1st October, 1881.

SAYLE & CO.'S SHOWROOMS.

NEW GOODS.

Ex Fleurs Castle.

New Black Dress Silks.
Dress and Millinery Satins.
Coloured Plushes and Rozelles.
Ladies' and Children's Marino Hose.
Two, Four, Six, and Eight Button Kid
Gloves.
Suede's Gloves.
Ladies' Span-Silk and Cashmere
Jerseys.
Boys Jersey Suits.
Scrap Albums.
Relief Pictures for ditto.
Nail, Tooth, and Hair Brushes.

Ex Glenorchy.

New Costume Tweeds for Dresses.
A splendid variety in Winter Dress
Goods.
Ladies' Braided and Embroidered Felt
Skirts.
Scotch Plaids in every Pattern.
All-Wool Shawls.
Shetland-Scarves and Wraps.
An assortment of Crewel-Work.
Ladies' and Children's Boots and Shoes.
Specialities in Silk Scarves.
Velveteens in all colours.
Eau de Cologne and other Scents.

Ball, Reception, and Wedding Dresses made in the most Fashionable Styles.
VICTORIA EXCHANGE, QUEEN'S ROAD, HONGKONG.
Hongkong, 17th October, 1881.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and
pints. After Dinner CLARETS in quarts and pints.
CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE
MAURIN, &c. &c.
De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.
CLARET in WOOD.
CHARTREUSE, CUBA COA, MARASCHINO.
Price list on application.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

Notices to Subscribers.

All communications should be addressed to the
Editor "Hongkong Telegraph," 15, Wellington
Street.
All letters for publication must be written on one
side of the paper only.
Correspondents are requested to forward their
names and addresses with all communications in-
tended for insertion, not necessarily for publication,
but as evidence of good faith.

Notice to Advertisers.

Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
countermanded.

THE
Hongkong Telegraph.

HONGKONG, 22ND OCTOBER, 1881.

Who is responsible for keeping the Hongkong Racecourse in decent order for equestrian exercise? Is it the Stewards of the Races, or is it the Colonial Government? Our thanks will be freely tendered to any person who can favour us with the desired information. If the Stewards are responsible for keeping the track in a safe condition during the summer months, truth compels us to state that they have during the past season most decidedly failed in their duty. But on the other hand, if these gentlemen have no responsibility in the matter excepting during the actual racing season, we shall be glad to receive positive information to that effect, so that we can represent the matter in its proper light to the Colonial Government. If the racecourse is public property, that is to say, Government property set apart for the amusement and recreation of the inhabitants of Hongkong, it is clearly incumbent on somebody, or some department, to devote a slight amount of attention to making the track safe to be ridden over. For obvious and well-intentioned reasons we are desirous of discovering on whom this responsibility devolves, as the present state of the running track is anything but satisfactory; in fact the person who rides over it, does so at the risk of his horse's legs and the peril of his own neck.

Complaints as to the condition of the race course are frequently heard during the training season, and the break down of a high priced racer, not an unusual occurrence, unfortunately, has generally been followed by curses, not loud but deep, on some unknown persons who are supposed to be responsible for the cause of these accidents. Proposals to have the track put in thorough order are heard on all sides, backed up by promises of the most liberal description from sporting Cresuses who have heavy interests involved; but somehow these proposals never get beyond the initiatory stage—they never become accomplished facts. The Stewards when appealed to say they have no time to attend to such matters, and then the whole thing ends in useless talk. A properly constituted Race Club, with officials responsible to the general body of members for efficiently carrying out all requisite arrangements, would at once remove

these difficulties; but as we have not yet been educated up to that point of progress, we may look for the Race Club, after the arrival of the Tramways and the Greek Kalends. The Dukes, Marquises, Earls, and other high bred aristocrats, who, by virtue of what has never been very clearly defined, rule our extremely autocratic and high-toned society, who govern our sports and our pastimes, and sit in judgment on our rights and privileges; these noble men, who for the time being are contented to live in exile, masquerading as merchants, brokers, clerks, and traders of various descriptions, do not approve of liberal measures; they decline to recognise the necessity for improvement and reform, and so we stand alone in our glory and our conservatism, in racing as in everything else, unique amongst Eastern cities.

But to return to the race-course. In speaking on the subject some short time ago to Mr. Paul, one of the best known of our local sportsmen, that gentleman stated his willingness to head a subscription list to obtain a fund for keeping the course in good order with one thousand dollars, and expressed his belief that even subscribing that large sum would prove sound economy, and save him a good deal of money in the long run. Who, acquainted with past incidents in our racing history, can doubt that Mr. Paul was perfectly correct in the conclusion he arrived at? Nobody who remembers that Financier, which cost Tls. 800, Gold Bar Tls. 450, Agitation Tls. 500, Flycatcher and others equally high-priced, all came to hopeless grief on the Wong-nei-chong course, although the whole of them had stood a long course of training without a day's lameness at Shanghai. As evidence of the dangerous character of Hongkong Racecourse, left to itself and the elements, we need only enumerate the race ponies which succumbed during training operations last season. They make a rather lengthy list, and were as follows:—Grim Death, Hocus Pocus, Dauntless, Infatuation, Lord of the Isles, Dundee, Heather Jock, Leader, Oriental, Escape, Mocking Bird, The Vicar, Rosy Morn, Financier, Flycatcher, Gold Bar, Blue Light, Wild Boer, Wild Idyl, Bohemian, Wild Surf, Strathavon, Strathoykill, Strathfree, and Omega. In the face of this list of casualties it is to be wondered at that the Shanghai sportsmen are averse to risking their valuable ponies on such dangerous ground? We think not.

The state of the course at present is worse than we have ever seen it, nor can we feel surprised at this result of a whole summer's neglect, seeing that nothing whatever has been done to keep it in order since last February. Bumpy, uneven, full of ruts and rat-holes, with piles of loose stones and broken posts lying about all over the course, the prospect of galloping over it is anything but inviting. We had a rather bitter experience four days ago. Whilst cantering a very fair class griffin, the pony put his two fore feet into a deep rut at the entrance to the straight, and came down a cropper. We luckily escaped unhurt, but the pony was ruined for life, in fact it was the worst "break down" we ever witnessed. The suspensory ligaments, and those passing from the sesamoid bones to the pasterns were completely ruptured in both fore legs, and the fetlock joint of the near hind leg was also severely strained. The poor brute was of course quite unable to stand, and had to be carried from the race-course. Apart from the loss of a valuable animal, the danger to life and limb should not be overlooked, and it therefore seems a pressing necessity that something should be done, and that without delay, to remedy present defects. We propose returning to this subject in a future issue, when we shall submit to the Stewards a few practical suggestions, which we think will prove worthy of consideration.

We learn that the Hongkong-Ainoy Cable is now repaired and communication with the North, Europe, and American, "via Russia," is restored.

We are informed by the Superintendent that the P. & O. S. N. Co.'s steamship *Gwalior*, with the next English mail, left Singapore for Hongkong on Thursday, the 20th instant, at 5 p.m.

Members of Lodge St. John No. 618 S. C. are reminded that an Emergency Lodge will be held for Raising this evening at 8.30 precisely. Visiting brethren will as usual receive a cordial welcome.

We are informed that a telegram was received by H.E. the Administrator last evening from Shanghai, stating that the Governor and Lady Hennessy had left for Hongkong in the steamship *Ohinleang*.

Gentlemen having suggestions to offer, or presentations to make, in connection with the Hongkong Race Meeting of 1882, are reminded that the same must be notified to the Clerk of the Course at the Club not later than this evening.

The adjourned inquest on the bodies of the eleven Chinese drowned in the recent gale was resumed at the Magistrate's yesterday afternoon, before the Coroner and a jury when verdicts of found drowned and accidental death were returned in all the cases.

The following telegram, dated London, October 15th, which appears in the Shanghai papers evidently missed Hongkong:—The Secretary of the Land League (Mr. Quinn) and Messrs. O'Connor, Skelly and Sexton, have all been arrested. The Land Leaguers are defiant, and the agitation in Ireland is increasing.

The *Nagasaki Express* of the 8th Oct. says:—The Japanese man-of-war *Seiki Kan* arrived on Sunday last, and will probably stay here some time. The Dutch frigate *Koningin Emma der Nederlanden*, left for Chefoo on Wednesday, en route to Batavia. The Russian iron-clad *Prince Pojarsky* arrived from Vladivostok on Thursday afternoon, and was followed by the cruiser *Strelak*, from the same port, yesterday. The U.S.S. *Swatara* and the German corvette *Herttha* are shortly expected, as is also the *Iron Duke*, to go in dock. The *Prince Pojarsky*, we hear, will in all probability be docked after the *Iron Duke*.

The professional gentlemen connected with the proposed Hongkong Tramways, do not appear to have adjusted their differences quite so satisfactorily as has been along believed. Mr. R. G. Alford, a few weeks ago published a pamphlet advocating the claims of "Compressed Air" as a motor. Mr. Alford is Agent in China for the Beaumont Compressed Air Company, Limited. Mr. W. Danby, has just presented a report to the promoters of the scheme, in which the claims of pneumatic locomotives are altogether ignored, and the Steam Tramways manufactured by Messrs. John Fowler & Co. of London and Leeds are just as strongly recommended by this professional expert, as they were unhesitatingly condemned by Mr. Alford. When doctors differ, &c. Is Mr. Danby agent in China for Messrs. John Fowler & Co? We shall probably find space to notice this latest scientific contribution to our knowledge of tramways in the course of a day or two.

The *N. C. Daily News* Pao-ting-fu correspondent, under date Oct. 6th writes as follows:—The chief topic is to the effect that the Governmental telegraph-line will, ere winter stiffens the river, reach us here, and connect the the Viceroy's yamen with his recently more-frequented one at Tientsin. The rumble of the steam-engine is coming in the wake of the telegraph by and bye. Already the Governor of Shansi has sent one memorial to Peking, praying His Majesty for a railroad to the iron-mines and coalfields of that hardy province. Such a railroad three years ago would probably have saved that afflicted portion of the Empire half a million of souls, by carrying grain over the dreary plains of Ohihli and the rocky passes of Shansi. The proposed route was at that time mapped out by the Rev. Timothy Richard of Tai-yuen Fu at the request of the Governor, and the plans he then made are still lying snugly away as a sort of nest-egg for a happier and more hopeful future.

The adjourned inquiry into the death of Mr. F. C. Dittmer, who shot himself on Sunday last, was resumed before Mr. H. E. Wodehouse, Coroner, and a jury composed of Messrs. W. Manson, C. H. Thevenin, and P. B. Cama, at the Magistrate's yesterday afternoon. Mr. Stoltorfoht, recalled, deposed that he had examined deceased's private papers but could find nothing of any consequence bearing upon the present inquiry, and expressed his conviction that he had committed suicide whilst under a sudden fit of depression. Mr. Johannes A. Liffmann, and Mr. Johann Nicholas Goosmann, gave evidence as to the general character of the deceased, but throw no light on the reasons which led to the suicide, and the China boy merely proved finding the deceased sitting on the sofa with a revolver in his hand, and blood flowing from a wound in his forehead. The Coroner addressed the jury at some length, and a verdict that "deceased committed suicide while in a fit of temporary insanity" was recorded.

We have received from the author, Mr. J. Dyer Ball, a very handy little volume entitled "Easy Sentences in the Hakka Dialect." In the preface to his useful pamphlet, Mr. Ball states that his work is for the most part a translation of Giles' Handbook of the Swatow Dialect, and acknowledges his indebtedness to the author of that work. Chinese is admittedly a difficult study to Europeans, but, as Mr. Ball states, there is no reason why, with a little trouble, they should not pick up sufficient conversational knowledge so as to be able to understand what goes on about them, as well as to make themselves understood. For this purpose Mr. Ball's compilation will answer every requirement. The sentences are judiciously arranged, and the method of conveying a correct method of pronunciation is apparently very clear and simple. The book is very well printed, and as it is published at a very low price, will no doubt obtain an extensive circulation. Copies may be obtained at Messrs. Lane, Crawford and Co.'s, and Messrs. Kelly and Walsh's, price One Dollar.

Ch'ang-kuang, Superintendent of Customs at Canton, reports that the accounts of that establishment, as taken over by him from his predecessor, show a deficit of Tls. 510,363, this being the amount of a debt to the government which has been accumulating since 1877. Memorialist has carefully gone into the accounts and finds them correct. He observes that the Canton Customs is required yearly to remit a very large amount to Peking and to various provincial military centres. It is all important that the remittances should be despatched when due, for they are urgently wanted for the pay of troops, but at the same time the Canton Customs receipts show year by year a steady falling off, and it is becoming more and more difficult to collect the amount at which they are assessed. Memorialist having been by the Imperial favour appointed to the responsible post, will do his best to husband and develop the resources with the administration of which he has been entrusted, that the public service may not become embarrassed for want of necessary funds.—*N. O. Daily News*.

A subscription list is lying open at Messrs. Lane, Crawford & Co.'s store for those who care to subscribe for the benefit of the shipwrecked crew of the *Bolton Abbey*. Our evening contemporary has sung the praises of charity and the cause of this particular crowd of castaways in such eloquent strains these past few days, that admirers of the *China Mail* will doubtless in the course of time be persuaded to roll up in regiments to follow their leaders and make this charitable movement, started under press auspices and patronage, a substantial success, although it must be confessed that, at present, prospects are not flattering. Twenty-three dollars to be divided amongst 17 or 18 men is hardly indicative of the popularity of this latest appeal to a charitable public, and yet the list is headed by that enterprising and ubiquitous apostle of benevolence, the friend of the needy and forsaken, "H. W." who comes down right royally with the magnificent sum of two dollars. His quondam ally, the philanthropic, and charitably disposed "G.M.B." is even more lavish, his donation amounting to three Mexicans. And yet the public won't bite. Money is certainly extremely "tight" in the Colony at present.

The *Comus*, 14, screw corvette, Captain J. W. East, has just arrived in harbour from Kobe, which port she left on the 14th inst. She reports heavy weather in the Formosa Channel; passed the *Sunda* off Chapel Island.

In an abstract from the *Peking Gazette* of the 18th ultimo, which appears in the *N. O. Daily News* of the 18th we note the following:—Li Hang-chang reports that he has sent two wei-yuans to Lama Miao to purchase one hundred strong ponies, which are required for artillery purposes at Tientsin. He begs that the Board of War may be called upon to make arrangements for the safe transit of the ponies in question, and to see that they are not required to pay duty at Kalgan.—Rescript: Let the Board take note.

The British brigantine *Luoy*, Captain Habeckst, from Newchwang to Whampoa, reports:—Left Newchwang on October 11th at 6 p.m. had light and moderate breezes from N.N.E., with mostly fine and clear weather until noon of the 16th October, when the wind gradually hauled round to the East with strong puffs and heavy rain; North Saddle bearing S.W. $\frac{1}{2}$ W., distance 17 miles. At 4 p.m. strong breeze from S.E. with drizzling rain. At 10 p.m. very strong breeze from the South with heavy cross seas. Mid-night it blew a gale from the South to the West with cross seas. October 17th, at 1 a.m., gale from the North with cross seas as previously. At 4 a.m. wind backed to N.N.E., from which point the storm, which was of 14 hours' duration, commenced. Kept away on the course; the cross sea gradually gave way to a constant heavy sea from N.E.; barometer gave but little warning of the gale, having fallen only 0.10 from the usual range for north-easterly winds. At 4 p.m. saw a small German steamer bound Northwards. October 18th, at 4 p.m., East of Tung Ying, the wind increased to a gale from the N.E., which became a perfect storm when entering the Formosa Strait; tremendous seas running from the N.E., ship seemed comfortable enough under storm sails, with the exception of the decks, which were filled as high as the rails through seas breaking over her continuously. This state of things lasted till the 19th instant, when passing the Laumock light, and then the gale abated to a common breeze from N.N.W., and when nearing the Breaker Point the seas likewise subsided. Anchored outside of Green Island October 20th, to procure a steam-tug to tow her to Whampoa.

The *N. O. Daily News* of the 18th instant contains the following account of a rather singular accident met by Mr. G. C. Beebe, well known in Hongkong as an enthusiastic "sport" and accomplished amateur "histrion":—A most extraordinary accident happened yesterday morning, about half-past seven o'clock, which we are glad to hear was not attended with any serious result. As Messrs. Beebe and Ogle were returning from a morning ride on the Sicawei Road, and were just turning into the Bubbling Well Road, the pony ridden by Mr. Beebe got out of hand, and in his gyrations made a side-long rush against the stonework surrounding the Bubbling Well. Mr. Beebe was thrown headlong into the well with a tremendous splash, taking a portion of the coping stone with him. Fortunately Mr. Ogle was within a few yards of him. He immediately jumped from his pony, took the stirrup leathers in his hand and ran into an adjoining house, returning with a bamboo. Looking down the well he recognised the familiar features of "the Admiral." He was standing up to his arms in the water, and, with great composure, considering the circumstances, requested the loan of a rope. Mr. Ogle's second rush was into another house opposite the well, and resulted in the finding of a ladder, which was quickly lowered, and Mr. Beebe was warmly welcomed by his friend, happily none the worse for his plunge in search of truth. The ludicrous aspect of the affair now became apparent, and the two who for different reasons were a few moments before painfully anxious about each other, now burst into hysterical laughter. It is very lucky that the pony didn't fall in also. As Mr. Beebe remarked, "The well isn't a bad place to fall into so long as the pony doesn't come in too."

AMOY.

(FROM OUR OWN CORRESPONDENT.)

Amoy, 19th October.

His Excellency Hah, Governor-General of the Fukien and Chekiang provinces, with a large retinue of soldiers and officers numbering altogether about 300 men, reached this port on Sunday, the 16th instant, on his quinquennial tour of inspection. On the morning of the 17th there was a grand review of troops and officers in the Racecourse grounds, at Amoy Kang, before a large concourse of native spectators and a few Europeans. The number of soldiers under arms amounted to over 4,000 men.

On the 18th instant, a similar review and evolution of troops took place, the words of command being given by the waving of certain flags from a prominent tower adjacent to the course. The display of banners from the distance was most imposing. To-morrow being the last day of the Viceroy's visit will be celebrated by a naval review, in which all the war-junks and other craft will take part. The principle feature of this display will be a series of sham fights in the evening, which promise to be very interesting. His Excellency will immediately afterwards proceed to Chang Chin to review the troops in that district, and from there to the Prefecture of Ting Chow, and then back to head-quarters at Foochow.

His Excellency Hah is a native of Canton, and is now in his sixty-second year. It appears on a Viceroy's visit like the one described the soldiers are not allowed to enter the residence temporarily occupied by him, nor to remain within its precincts. In the present instance they are maintained at the expense of the Tong An Magistrate. But the officers within the enclosure of the Viceroy's temporary Yamen are maintained at the expense of the Amoy Sub-Prefect and when the Viceroy proceeds to reviews, &c., the expenses are incurred by the military officers. It is estimated that the expenses attendant on the Viceroy's four days' sojourn here, including reviews, &c., will amount to over five thousand dollars.

SHANGHAI.

We hear from Swatow that at present the head of the Swatow Guild is in involuntary lodgings with the H. E. Taotai, and that a guard of honour is placed over him. The two "lawyers" of the guild are said to be ordered to Canton, for an explanation, not for a squeeze; oh dear no! Those members of the guild who preferred certain serious charges against the I. M. Customs' staff, which they utterly failed to substantiate, are also said to be wanted and wanted; they have somehow or other disappeared from the scene of action; on the whole, the guild seem to have been brought down a peg.

The British ironclad *Iron Duke* left Yokohama on the 2nd instant, and arrived at Kobe on the 4th, and left on the 5th. As we have informed our readers before, she will be docked at Nagasaki, after which she will proceed to Shanghai. She is expected here on the 26th instant. The British gunboat *Swift* arrived at Kobe on the 6th, and left the same day for Nagasaki. Admiral Willes shifted his quarters from the *Iron Duke* to his tender the *Vigilant* on the 1st instant. The British gunboat *Lily* left Yokohama on the 3rd inst., for Nagasaki. The British gunboat *Mosquito* left Yokohama for Hongkong on the 3rd instant.

It seems from the *Peking Gazette* that the Imperial breeding stud at Ch'ahar, just outside the Great Wall, has not been mustered since 1852. The Imperial stud used to consist of 432,000 ponies.

The funeral of the late Mr. Robert McIlwraith took place at the New Cemetery this (Wednesday Oct. 12th) afternoon, a large number of residents being present. The deceased, who is one of the oldest European residents of the East, was very much respected by all who knew him. For the last two years of his life he kept the Bubbling Well Cottage, and before that he was for a long time Superintendent of the Tientsin Arsenal, where he was much respected by the native officials.

Li Hung-chang has lately presented a very remarkable memorial to the Emperor, which will, we hope, soon be published in the *Peking Gazette*. He proposes to sanction the establishment, at Hongkong, of an opium-monopoly.

It is to be in the hands of a Company with a capital of \$20,000,000, which shall purchase all the opium exported to this country from India—or, as much of it as China may be able to consume—and then re-export it from Hongkong to other ports and places of consumption. The ostensible reason alleged by the Viceroy for this proposal is twofold. In the first place, he says it would prove an economical measure, by enabling the Government to abolish the large number of *lekin* stations now existing all over the Empire; and secondly, it would put a stop to the evasion and misappropriation of *lekin* dues which now prevails, and the large amount of smuggling that goes on. The idea is not a new one, but a good deal has still to be explained in connection with the scheme. In any case, we are afraid that the Viceroy will lose his good character in the eyes of the Anti-Opium Association.

We hear from the north that Sir John Pope and Lady Hennessy, Mr. Low, and other gentlemen and ladies, have been received at a grand breakfast by the ex-Hopps of Canton, at Peking. His residence is described as being a really beautiful house, and no fewer than thirty ladies—the cousins, aunts, wives, and sisters of the host—took part in the entertainment of his guests.

Many of them had never seen foreigners before, and were of course profuse in their enquiries. They all asked the same questions, one of which was, whether English ladies ever painted their faces or smoked. The reply they received to both these queries was of course in the negative. The Governor and Lady Hennessy and Mr. Low left early on the morning of the 10th on their return to Hongkong.

Our correspondent at Pao-tung Fu, whose letter we shall publish to-morrow speaks of the Governor of Shan-si as having memorialised the Emperor for the establishment of a railroad to facilitate the working of the iron-mines and coal-fields in that province. It is possible that this may refer to the representations made by Wei Jungkuang, in a memorial published on the 12th September, respecting the difficult and dangerous nature of the Shan-si highways. As, however, no special mention is there made of either tramways or steam, it is to be hoped that our correspondent is referring to another matter altogether, or which we have not heard.

Tso Tsang-t'ang has again applied for permission to vacate his post, on the ground that his malady is still uncurable. An Imperial edict published on the 13th day of the 8th moon—5th October—grants him a further *cong* of two months to recruit.

The line of telegraph connecting Li-Hung-chang's Yamen at Tientsin with his official residence at Pao-tung Fu will, it is expected, be completed before the closing of navigation for the winter.

The Inspector-General of I. M. Customs is expected in Shanghai towards the end of this month. The visit will be made for official purposes, and it is thought that in addition to inspecting the several departments of the Customs at this port, he will examine some of the principal members of the staff in Chinese and test their general proficiency in Custom's work, with a view to ascertaining their fitness for promotion.

The *Iron Duke* is expected at Wou-sung about the 20th of this month. She is now in dock at Nagasaki. The *Encounter* remains in Yokohama. The *Comus* and *Lily* have gone to Singapore; and the *Swift* has left Japan for Chafco. The latter will relieve the *Fly* in the Gulf of Pechili; and the latter vessel comes to Shanghai.—*Courier*.

We understand that Mr. Childers intends during the recess to go thoroughly into the subject of Volunteer organisation, with the view of bringing in a scheme next year to improve the force and raise the status of its officers. The question of Army Transport will also be fully investigated.

A special from London to a New York Paper says:—A great sensation was caused at Bristol by discovering a cargo of 300 tons of human bones being discharged there to the order of a local firm engaged in manufacturing manure. The bones were shipped from Rodosto, at Constantinople, and are supposed to be the remains principally of the defenders of Plevna. There are complete limbs among the horrible cargo, and in some cases the hair still adhered to the skull.

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

Banks have been freely inquired after since we last wrote, and a good number of shares have been negotiated on time, at 11½ for the end of November. No cash business has resulted as yet, but our Shanghai advices would seem to indicate that rather important transactions are impending. Docks have not yet led to anything definite although the quotation is gradually getting lower. The shares are now offered at 30 per cent. premium for the end of the month without leading to a single sale. Steamboats are firm at the annexed quotation, and no other movement requires special notice.

SHARES.

Hongkong and Shanghai Banking Corporation—110 per cent. premium, Sellers.
Union Insurance Society of Canton—\$1,650 per share.
China Traders' Insurance Company—\$1,600 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yongtze Insurance Association—Tls. 830 per share.
Chinese Insurance Company—\$307½ per share.
Man On Insurance Company, Limited—\$25 per share premium.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$960 per share, Sellers.
China Fire Insurance Company—\$280 per share, Sellers.

Hongkong and Whampoa Dock Company—30 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Company—\$21 per share premium, Buyers.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$105 per share, Sellers.
China Sugar Refining Company, Limited—\$160 per share.
China Sugar Refining Company (Debtentures)—3 per cent. premium.
Hongkong Ice Company—\$128 per share.
Hongkong and China Bakery Company, Limited—\$50 per share.
Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest.
Chinese Imperial Government Loan of 1881—3½ per cent. premium.

EXCHANGE.

On LONDON—Bank Bills, T.T. 3/8½
Bank Bills, at 30 days' sight 3/8½
Bank Bills, at 4 months' sight 3/9
Credits, at 4 months' sight 3/9½
Documentary Bills, 4 months' sight 3/9½
On PARIS—Bank Bills, on demand 4.68
Credits, at 4 months' sight 4.80
On BOMBAY—Bank, T.T. 223
On CALCUTTA—Bank, T.T. 223
On SHANGHAI—Bank, T.T. 73½
Private, 30 days' sight 73½

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 21, IRAQUADY, French steamer, 2,478, Didier, Shanghai 19th October, General.—Messageries Maritimes Co.
Oct. 21, DHARWAR, British ship, 1,300, C. W. H. Hutchins, Newcastle, N.S.W., 3rd Sept., Coals.—Gibb, Livingston & Co.
Oct. 21, LUOY, British brigantine, 319, O. Habcock, Newchwang 12th Oct., Beans.—Chinese.
Oct. 21, YORKSHIRE, British steamer, 1,425, H. Longley, London 31st Aug., Penang and Singapore, General.—Russell & Co.
Oct. 21, STORK NORDISKE, Danish steamer, 595, Svenson, repairing Cable off Hongkong, 19th Oct.—Great North-eastern Telegraph Co.
Oct. 22, TANAI, French steamer, 1,900, Dragon, Yokohama 17th Oct., General.—Messageries Maritimes Co.

DEPARTURES.

Oct. 22, ESMERALDA, British steamer, for Manila.
Oct. 22, FLORA, German bark, for Havre.

PASSENGERS.

ARRIVED.

Per Yorkshire, British steamer, from Penang and Singapore, 168 Chinese.
Per Tanais, French steamer, from Yokohama for Hongkong.—Messrs. O. A. P. Reed; for Naples, Mr. Jean Marie Marin; for Marseilles, Mr. and Mrs. F. Frike, and servant, Messrs. Van der Osten, Whetmann, Y. Fossoya, Otto Reiff, Mrs. Adolphe and Louis Maigre.
Per Iraquady, French steamer, from Shanghai for Hongkong.—Messrs. Nowrojee, and servant, Cooper, and servant, Bahha, and servant, Baron Von Zedert, and servant, for Suez, Mr. Clonpi; for Naples, Mrs. B. Monti; for Marseilles, Mr. and Mrs. Angell, children, and governess, Mr. U. Gerard, Miss Taylor, Miss Oilia Horn, Captain J. J. Ray, Messrs. Christian, and MacLaohlan.

DEPARTED.

Per Esmeralda, steamer, for Manila, 2 Europeans and 102 Chinese.
REPORTS.
The British steamer Yorkshire, from London, &c., reports.—Left Singapore at noon on the 18th inst. the first four days light breeze and cloudy weather and the last three strong gale with very heavy cross sea.

The French steamer Tanais, from Yokohama, reports fresh N.E. monsoon.
The Danish steamer Stork Nordiske, reports strong N.E. winds.

The British ship Dharwar, reports.—Left Newcastle, N.S.W., on the 3rd Sept. crossed the Equator in long. 165.00 E. on the 20th passing the Ladrone Island. On the 9th instant in lat. 19.0 N. and long. 135 to 130 E. On the 10th, 11th, and 12th got an easterly wind with an appearance of bad weather to the Southward, passed the Balintang Islands on the 17th inst. experienced strong N.N.E. winds across the China Sea. Received pilot on the 19th inst. anchored at 5 p.m. inside Tanco Islands.

MAILS.

The following mails will close:—

TO-DAY, 2nd October.—
For Saigon, per Nona, at 5 p.m. For Hoihow and Haiphong, per Brutus, at 5 p.m.

On MONDAY, 24th October,—

For the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Burma, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar, per Iraquady, for printed matter at 10 a.m., and letters at 11 a.m. For Swatow, Amoy and Foochow, per Thalès, at 5 p.m. For Bangkok, per Consolation, at 2.30 p.m.

On TUESDAY, 25th October,—

For Foochow, Port Darwin, Thursday Island, Cocktown, Townsville, Sydney, Melbourne, Adelaide, &c., per Catterthun, at 3.30 p.m.

On FRIDAY, 28th October,—

For Kobe and Yokohama, per Takasago Maru, at 3.30 p.m.

On MONDAY, 31st October,—

For the United Kingdom and Europe, via Brindisi; to the Straits Settlements, Batavia, Burma, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per Khiva; printed matter at 2 p.m., letters at 3 p.m.

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD.)

Hongkong, 21st and 22nd October.
BAROMETER—1 P.M. 29.908
Do. 4 P.M. 29.886
THERMOMETER—1 P.M. 75.
Do. 4 P.M. 74.
Do. 1 P.M. (Wet bulb) 68.
Do. 4 P.M. 68.
BAROMETER—9 A.M. 29.988
THERMOMETER—9 A.M. 71.
Do. 9 A.M. (Wet Bulb) 68.
Do. Maximum 75.
Do. Minimum (over night) 69.

A Conjugal Discussion.—Monsieur: "Do I make the laws here, or do I not?" Madame: "Possibly; but nothing will hinder me making amendments."

"Will you please insert this obituary notice?" asked an old gentleman of a country editor. "I make bold to ask it because the deceased had a great many friends about here who'd be glad to hear of his death."

Scene—interior of railway carriage—general conversation on Roman remains. English lady to Scotch Bailie in corner—"Are you an antiquarian, Mr. B.?" The Bailie, busily—"No, man, I let a haddock to my supper every night."

Many of the first settlers of Illinois were rude in speech and rough in manner. Money was scarce with them, and service was paid for in produce. Governor B—used to illustrate these incidents of frontier life by the following anecdote:—One day there came to his office a young man accompanied by a young woman. "Beyond the 'Squire'?" asked the manly youth. "Yes, sir." "Can you tie the knot for us, right away?" "Yes, sir." "How much do you charge?" "One dollar is the legal fee, sir." "Will you take your fee in beeswax?" "Yes, if you can't pay cash." "Well, go ahead and tie the knot, and I'll fetch in the wax." "No," said the 'Squire, thinking there was a good chance for a little fun; "bring in the beeswax first, and then I'll marry you." Reluctantly the youth went out to where was hitched the horse, upon which, Darby and Joan fashion, they had ridden, and brought the wax in a sack. On being weighed, its value was found to be only sixty cents. "Well," said the anxious groom, "tie the knot, and I'll fetch more wax next week." "No, sir, I don't trust; that is against the rules of this office." Slowly the disappointed youth turned to go out, saying, "Come, Sall, let's go." I say, mister, answered Sall, with a woman's wit, "can't you marry us as far as the wax will go?" "Yes, I can, and will," replied the 'Squire, laughing; and he did.

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John Moir & Sons', Celebrated Household Stores.

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Huntley & Palmer's BISCUITS & CAKES, BUTTER Danish & French, Philippe & Canada's PATES &c.,

CHUTNIES & CURRY POWDER, T. YSSONNEAU'S FRUITS in juice.

COFFEE, SUGAR, &c. &c.
Wines, Spirits, &c.

CUTLER PALMER & Co.'s "CARTE BLANCHE," REID & Co.'s MONOPOL, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET, MUMM'S (Jules) CHAMPAGNE pts. and qts.

NEYEN'S (Boden) BOUZY, pts. and qts.

EXTRA SEC. quarts.
Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE OLIVIER PONSARDIN, pts. and qts. Theophile Roderer & Co.'s VERZENAY MOUSSEUX, pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

OUTLER PALMER & Co.'s CHATEAU MOUTON LORMONT, pints and quarts.

ABAUZAN (Chateau), pints and quarts, ERMITAGE LUDON THIBEAU (Chateau), pints and quarts.

CHATEAU LAFITE, pints and quarts, IRES GRAVES, pints and quarts.

BREAKFAST CLARET, pints & quarts. OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hook, Sherries, &c. Chamberlin, Chablis (White), Liebfraumilch, Hockheimer, Niersteiner, Steinberger, Chablis, Rudesheimer.

Borg, Konin Victoria Berg, Chateau Yquem, &c. and Yin, Haut Sauterne.

Marsala, Saccione's Pale Dry White Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c. 1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s

Brandy, Ruyar Guillot & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish

Whisky, Royal Glendee Whisky; AVH Gin, Swains Boord & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Ouragoo pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.

GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.

PILSENER BEER, in quarts.

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Hongkong, 15th June, 1881.

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DAVID COORSAR & SONS'

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Navy Boiled
Long Flax
Crown
CANVAS.

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Hongkong, 15th June, 1881.

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L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881.

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SINGING (CULTURE OF THE VOICE)
by Monsieur EUGÈNE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

N. M. KHAMISA.

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Peel-street,**

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Coloured Alpaca.
French Prints.
Coloured Flannels.
Pompadour Satin.
Crown Work of latest fashion.
Tooth Brushes.
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Muslins.

Infants' Silk Bonnets.
Pale, blue, and cream Book Muslins.
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colored.

White Silk Mittens.
Ladies' striped Cotton Hose.
Gentlemen's White and Balbriggan
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Stays and Silk Scarves.
French and Swiss Embroidery.
Gentlemen's White Linen Shirts and
Drawers.

Hair Brushes.
J. & P. Coates' Machine Cotton, 300
yards reel, and a lot of useful
articles for Ladies dresses, &c.

Indian Bad Quilts, Ladies Shoes,
Gentlemen's Boots, Crimson Shetland
Shawls, and various kinds of Flannels.

Indian Goods.

Gentlemen's Smoking Caps.
Cashmere Shawls.
Cashmere Cloth for Ladies' Dresses.
Indian Jewellery, comprising Silver
Bangles, Necklaces, Belts, &c.
Ramporee Chunder.
&c., &c., &c.

Chinese Goods.

Silk Crapè Shawls, Silk Hand-
kerchiefs, Scarves, &c., &c.,
Hongkong, 21st June, 1881.

R. FRASER-SMITH,
PUBLIC ACCOUNTANT,
ARBITRATOR,
AND
COMMISSION AGENT.
CLUB CHAMBERS, HONGKONG.

NOTICE.

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AUSTRALIAN WINES,
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NEW DIRECTORY
FOR THE FAR EAST.

A NEW DIRECTORY FOR
CHINA, JAPAN, AND THE
PHILIPPINES,

FOR THE YEAR 1882,

WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED

"THE HONGKONG DIRECTORY
AND HONG LIST FOR THE
FAR EAST."

THE above work will be published
on the 1st of January next, at
the office of this Paper, and will con-
tain a Directory for the Ports in the
large portion of Asia comprised be-
tween Penang, in the Straits Settle-

ments, and the Northern Ports, includ-
ing Formosa; the Treaty Ports of China
and Japan; the Philippine Islands; the
British Colony of Hongkong; and the
Portuguese Colony of Macao. The work
will also contain the Principal Treaties
between European countries and the
United States and the countries East
of the Straits, together with conditions
of Trade, and the Port, Customs, Con-
sular and Harbour Regulations for the
Ports of China and Japan; and a de-
scription of the Ports, with the latest
Trade Statistics taken from the Reports
of the Imperial Maritime Customs and
other reliable sources.

The various Governments and Mu-
nicipal Corporations will be applied to
for information, and all Public Bodies
and Companies, Bankers, Merchants,
Consuls, and Professional and other
Residents, will supply the necessary
matter to ensure correctness upon forms
sent for that purpose. The Naval and
Military portions will be taken from
the latest published official lists and
revised at Headquarters; in fact no
pains will be spared to make "THE
HONGKONG DIRECTORY AND HONG LIST
FOR THE FAR EAST" a perfectly reliable
vade mecum.

It is intended to make this work a
medium for Advertisers at a cheap
rate, and the charge for Advertise-
ments will be

\$10 per page in Hongkong,
and \$12 at Outports.

The size of the Page will be SEVEN
INCHES AND A HALF LONG BY FOUR INCHES

AND THREE-QUARTERS; this space will
admit of a large quantity of matter
and all Advertisements will be taste-
fully and prominently displayed.
Blocks of any description will be in-
serted, but these must not exceed
the above dimensions.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" will, in
order that it may circulate extensively
outside this Colony, be published at a
POPULAR PRICE, and can be or-
dered at this Office or obtained from
the Agents (list to be hereafter pub-
lished) for

TWO DOLLARS.

There is not space in the compass
of an ordinary advertisement to detail
all the mass of information it is in-
tended to introduce into the work, but
it may be fairly asserted that no such
Directory has ever been published
either in Hongkong, or any other
part of the East, at the price.
"Telegraph" Office, Hongkong,
October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes
of reference, into five sections:—NO. 1 extending from Green Island to the P.
and O. Company's Wharf; NO. 2 from the P. & O. Company's Wharf to the
Canton and Macao Steamboat Co.'s Wharf; NO. 3 from the Canton and Macao
Steamboat Co.'s Wharf to the Government Wharf; NO. 4 from the Govern-
ment Wharf to the Wanchai Pier; and NO. 5 from the Wanchai Pier to
Kollott's Island.

Vessels.	Section	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Angor Head	3	Oct. 7	Roper	British	1299	D. Lapraik & Co.
Brutus	3	Oct. 20	Vooge	German	460	Robert Jack & Co.
Catterthun	8	Oct. 16	Miller	British	2167	Gibb, Livingston & Co.
China	2	Oct. 18	H. Schoer	German	648	Hing Kee.
Conquest	†	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Consolation	2	Oct. 13	R. Young	British	764	Yuen Fat Hong.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Gaelic	3	Oct. 19	Kiddley	British	1712	O. & O. S. S. Co.
Iraouaddy	8	Oct. 21	Dider	French	2478	Messageries Maritimes.
Japan	* Oct.	6	Gardner	British	1865	D. Sassoon, Sons & Co.
Joloano	3	Oct. 11	Marquez	Spanish	654	R. Mourante.
Kiang-ping	3	Oct. 19	Holms	Chinese	392	C. M. S. N. Co.
Kiung-chow	2	Oct. 10	A. Love	British	159	Chinese.
Nona	2	Oct. 11	Wachtel	German	669	Ed. Schellhass & Co.
Oaklands	2	Oct. 16	Payne	British	710	Butterfield & Swire.
Ocean	3	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Paladin	3	Oct. 20	Parker	British	897	Arnhold, Karberg & Co.
Rajanattianuhar	†	Sept. 21	Hopkins	British	933	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Solway	4	Oct. 15	Jervois	British	510	Vogel & Co.
Store Nordiske	3	Oct. 21	Svenson	Danish	595	G. N. Telegrph Co.
Tanais	3	Oct. 22	Drujon	French	1900	Messageries Maritimes.
Thales	3	Oct. 16	Pocock	British	820	D. Lapraik & Co.
Tung-ting	3	Oct. 10	F. Dunn	Chinese	315	C. M. S. N. Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.
Yottung	1	Oct. 19	Goggin	British	256	K. Acheong & Sons.
Yorkshire	3	Oct. 21	Longley	British	1425	Russell & Co.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adele	4 Oct. 18	Logemann	Ger. bark	1132	Melchers & Co.
Alva	2 Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Anna	3 Oct. 6	Davidson	Ger. bark	350	Wieler & Co.
B. H. Sternken	2 Oct. 18	O. Meyer	Ger. brig	235	Melchers & Co.
Citadel	3 Oct. 19	Stewart	Br. 3-m. sch.	245	Kong Kee.
Olara	3 July 20	Cutler	Brit. bark	939	Vogel & Co.
Daniel Barnes	3 July 22	J. G. Stover	Amer. ship	1485	Vogel & Co.
Dharwar	3 Oct. 21	Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phinney	6 Sept. 14	J. Berry	Amer. bark	751	Carlowitz & Co.
Ellan	3 Oct. 19	Hodge	Brit. bark	499	Ghee Aik Hong.
Elvira Dorale	1 Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Esperance	3 Oct. 19	Normant	Frén. bark	272	Carlowitz & Co.
F. de Lesseps	4 Oct. 16	Matel	Frén. bark	480	Carlowitz & Co.
Friedrich	3 Oct. 5	Spiesen	Ger. bark	595	Siemssen & Co.
Gustav	4 Oct. 18	Raben	Ger. bark	656	Siemssen & Co.
Gustav & Oscar	1 Sept. 16	Hartmann	Ger. ship	1352	Captain.
Holicon	6 Oct. 5	Howe	Amer. ship	1199	Captain.
Hindustan	** Sept. 10	Belyea	Brit. ship	1547	Captain.
Hope	4 Oct. 7	Curtis	Amer. ship	797	D. Lapraik & Co.
Iceberg	4 Sept. 24	C. F. King	Amer. ship	1177	Siemssen & Co.
Kim Soon Hoat	1 Aug. 16	P. Beng	Siam. bark	208	Chinese.
Laurens	4 Oct. 7	A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4 Oct. 17	Dyleorning	Brit. ship	1391	Captain.
Lucy	3 Oct. 21	Habeckost	Brit. brig	319	Chinese.
Mario Alfred	3 Oct. 19	Braegon	Frén. bark	308	Chinese.
Mary L. Stone	3 Sept. 5	A. D. Field	Amer. ship	1458	Russell & Co.
McNear	4 Oct. 21	Taylor	Amer. ship	1235	Captain.
Morning Star	3	—	Siam. bark	570	Chinese.
Pearl	2 Oct. 20	Howes	Amer. bark	536	Arnhold, Karberg & Co.
Phoenix	1 Oct. 7	F. Gruff	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2 Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4 Oct. 7	Watson	Amer. bark	1018	Arnhold, Karberg & Co.
Regulus	4 Oct. 17	S. Meyer	Ger. ship	1145	Melchers & Co.
R. Robinson	5 Sept. 14	Smith	Amer. ship	1652	Jardino, Matheson & Co.
Spartan	5 Feb. 6	Vincent	Amer. schr.	81	W. H. Ray.
Souvenir	4 Oct. 16	Williams	Brit. bark	482	Captain.
Star of India	2 Aug. 19	H. D. Roe	Brit. bark	1040	Vogel & Co.
Stonewall Jackson	4 Sept. 16	Swain	Amer. bark	1102	Russell & Co.
Syren	2 Oct. 5	Braun	Amer. ship	875	D. Lapraik & Co.
The Tweed	2 Aug. 8	J. M. Whyte	Brit. bark	1745	Arnhold, Karberg & Co.
Titan	5 Sept. 22	O. M. Norris	Amer. ship	1229	Geo. R. Stevens & Co.
Twilight	5 Sept. 27	Westland	Amer. ship	1303	Arnhold, Karberg & Co.
Waggon	2 Aug. 20	Dibbern	Ger. schr.	179	Captain.
Wega	5 Oct. 5	A. Leopold	Ger. ship	1115	Melchers & Co.
Wrecker	4 Oct. 18	Henderson	Am. lorch	55	Captain.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Iohang	J. Ogston	British	700	Butterfield & Swire.
Kiu-Kiang	T. Benning	British	1061	H. O. & Macao Steam-boat Co.
Kiang-ping	A. G. Carey	Chinese	360	China Merchant S. S. Co.
Powan	Lefayour	British	1890	H. O. & Macao Steam-boat Co.
Spark	Hoyland	British	140	H. O. & Macao Steam-boat Co.
White Cloud	McDougall	British	652	H. O. & Macao Steam-boat Co.
Yotai		British	250	Kwok Acheong & Sons.